

NEWS SUMMARY.

City Affairs. A fire yesterday morning destroyed 18 small coal-houses on the Delta-ware, at the foot of Otis street. Loss \$6000, and not insured.

Seventy-five patients were treated in the wards of the Jewish Hospital last year.

Ice is abundant on the Schuylkill, and of excellent quality.

Solemn High Mass, in commemoration of St. John, was celebrated yesterday in St. John's Catholic Church.

Ten thousand dollars were collected yesterday from the congregation of the Waiston Street M. E. Church.

The house of Mr. Theodore Menda was robbed on Saturday last by a couple of thieves who represented to the servant that they were sent by Mr. Menda to do some work on the dwelling.

William F. Lacy has been elected president of the Typographical Society.

The Board of Health of New Orleans has ordered the vaccination of all the children attending the schools of that city.

The United States tugboat Speedwell, of Portsmouth, has been ordered to cruise between Portland and Boston, to render assistance to vessels in distress.

The steamer Ironsides, from Washington to Aquia creek, connecting with the railroad to Richmond, was disabled on Saturday by the ice, and obliged to give up her regular trip.

The United States Senate was not in session on Saturday, but in the House considerable debate was had, the principal subject of which was the condition of political affairs in Arkansas. Mr. Munger of Ohio made a speech on the dangers of Chinese emigration, and the House adjourned at 4 o'clock.

The United States steamship Saginaw, a screw steamer, carrying four guns, rated as fourth class and attached to the Pacific fleet, went ashore on French Frigate Shoals, near Midway Island, on the 29th of October. She finally broke up. Lieutenant Talbot, the executive officer; Peter Francis, quartermaster; and James Muir and John Anderson, sailors, were subsequently drowned while attempting to effect a landing on one of the Sandwich Islands, which they reached in the ship's gig.

The Prussians occupy Roerort. It is reported that the Prussians have been repulsed at Bolzec.

Foris D'Isse, Rosny, and Nogent are reported to have been silenced.

General Chanzy's force is reported to be 200,000 strong.

The London conference is postponed, probably until after the fall of Paris.

The French defenders of Havre are retiring to St. Helian in the Prussians advance.

The English Government has assured the Sublime Porte of fidelity to the treaty of 1856.

It is said one hundred thousand French have arrived at Cherbourg to equip for active service.

Late news from Cuba is that President Céspedes' wife has been captured by the insurgents.

The Berlin press admires the English for their temperate tone in discussing the collier affair on the Seine.

Bismarck has expressed his reluctance to accept Earl Granville's denial of the violation of neutrality.

President Dabrock is at Versailles arranging for the formation of a House of Lords for the German Empire.

The damage from the bombardment of the forts before Paris has, thus far, been quite slight to the French.

The approximate losses in the battle at Bapaume were nine thousand Germans and four thousand French.

Noel, the Englishman accused of complicity in the massacre by the Marston brigands, has given himself into custody.

Meetings expressive of sympathy with France have taken place in many places in England under the auspices of the radicals.

Eighty Greek brigands had a fight on the 31st day of last month with Turkish troops, and were defeated with the loss of twenty men.

The King of Holland has issued a proclamation to the inhabitants of Luxemburg, reassuring them of the maintenance of the independence of the Duchy.

It is announced in Madrid that Senor Sagasta takes the portfolios of Finance and the Interior. Serrano assumes the position of Minister of War, as well as President of the Council.

The scheme of the Russian Minister of War is as follows:—Military service to be fifteen years, immunity by purchase to be abolished and the educated classes to serve a less term.

Uncensored Merry-making. A Minstrel Troupe Come to Grief—Held by the Police—Sixty-six Persons Arrested.

The Washington Patriot of yesterday says:—Some time ago the detectives here notified the chiefs of police of various Southern cities that a party of persons had banded together here ostensibly as a minstrel troupe, with an avowed purpose of performing throughout the South, but in reality for objects not quite so honest. It would seem that the minstrels (thirty-five) have commenced operations. On Wednesday evening a number of persons, white and colored, assembled at Mechanics' Hall, corner of Second street and Maryland avenue, attracted by the many notices, posted in the building, that a "grand promenade" was to commence at nine and a half o'clock, the intervals to be filled up by Bannister's Troupe with their choicest selections. The names of Jimmy Regan, Dan Williams, G. Warren, Frank Hill, (late of Tony Pastor's Opera House), and John Tobacco, comedian and sleight-of-hand performer, appeared on the bill.

Lieutenant Austin, of the Eighth regiment, ascertaining that no license had been obtained for the exhibition, determined to arrest the participants. Accordingly, with Sergeants Harrison and Temple, and a posse of officers of his precinct, he made descent upon the hall and gobbled up sixty-six persons—actors, proprietors, and spectators alike, and having first had a made about 10 o'clock, and the performance was in full blast, everybody cutting up "high jinks," and enjoying themselves hugely. When Lieutenant Austin stepped upon the stage and informed the crowd that they were all under arrest, though some of the objects of the party formed in line, and were marched to the Eighth precinct, where some deposited a collateral and others were locked up.

Yesterday morning the whole crowd were brought before Judge Small in the Police Court, and appeared to consider the affair a fine joke. The proprietors were first called, and fined \$10 and costs each. The sixty spectators were next arraigned "for witnessing and taking part in an exhibition of gain, without having first had or obtained a license therefor." They all pleaded not guilty, and, after a lecture from the court, were discharged, as it could not be shown that the show was indecent. The performers and musicians were then fined \$2 each, but the fines in the latter case were afterwards remitted, as it was proven that they were ignorant of the fact that the show was being held without a license.

MARINE TELEGRAPH.

ALMANAC FOR PHILADELPHIA—THIS DAY. SUN RISES..... 7:41 HIGHER SETS..... 7:34 SUN SETS..... 4:51 LOWER SETS..... 4:34

PHILADELPHIA BOARD OF TRADE. GEORGE B. BROWN, PRESIDENT. GEORGE N. TAYLOR, CHAIRMAN OF THE MONTH. J. PRICE WETTERLILL, SECRETARY.

MOVEMENTS OF OCEAN STEAMSHIPS. FOR AMERICA. Britannia..... Glasgow..... New York..... Dec. 21

FOR EUROPE. C. of Limerick..... New York..... Liverpool..... Dec. 29

ARRIVED SATURDAY. Steamship Wagonway, Philadelphia and Southern Mail Steamship Co. Steamship Norman, Nickerson, Boston, H. Winsor & Co.

ARRIVED SATURDAY. Ship Arcadia, New York, Antwerp Oct. 22, with mds. to Workman & Co.

ARRIVED SATURDAY. (By Telegraph.) Laws, Del., Jan. 7.—P. M.—A ship, reported as the Burmah, passed out at 1 P. M.

ARRIVED SATURDAY. (By Telegraph.) Boston, Jan. 8.—The ship Britannia, from London for this port, was seen dismantled 30 miles from Cape Cod, and was on Saturday at 4:29, long. 66.40.

ARRIVED SATURDAY. (By Telegraph.) London, Jan. 6.—The steamship Italy received some damage in entering the dock at Liverpool.

ARRIVED SATURDAY. (By Telegraph.) City Ice-boat No. 1, Captain Mason, was engaged all day Saturday in breaking the ice in the Schuylkill as far as Gibson's Point; the ice at the mouth of the river was heavy.

ARRIVED SATURDAY. (By Telegraph.) City Ice-boat No. 2, Captain Schellenger, arrived on Saturday evening from the Ledge Light, having towed thereto ship Burmah, hence for Bremen, whence she proceeded to sea, and came up light; saw no vessels bound up; all vessels bound down were clear of the ice, which was heavy above Chester but had nearly melted below.

ARRIVED SATURDAY. (By Telegraph.) Steamer Rattlesnake, Winnet, from Wilmington, N. C., 26th Inst., for Philadelphia, on board 63 bbls. snuff, 1 keg turpentine, 45 b. rosin, 329 do. tar, 89 bbls. sugar, 24 bbls. molasses, 10,479 feet lumber, 26 empty oil bags, and 18 pigs. mds.

ARRIVED SATURDAY. (By Telegraph.) Steamer Junonia, Hoxie, from New Orleans 20 miles from Philadelphia in a heavy fog, on board 10 Philadelphia 167 bales cotton, 40 hds. sugar, 105 bbls. molasses, 1 keg syrup, 41 pigs. mds., 25 bales rope, 24 bbls. molasses, 5 bales hides, 3 bbls. sugar, 6 bales yarn, and 31 pigs. mds.

ARRIVED SATURDAY. (By Telegraph.) NOTICE TO MARINERS. The Light-house Board give official notice that on and after the 10th day of February, 1871, the light on Sullivan's Island, Charleston harbor, S. C., will be shown from the tower, for the term of three years from the first day of July, 1871, will be received by the Speakers of the Senate and House of Representatives from this date to the fourth Tuesday of January, 1871, in compliance with the act of Assembly, entitled "An act in relation to Public Printing," approved 9th of April, 1856; said proposals to be accompanied by bonds, with approved securities, for the faithful performance of the work, as required by the act of 25th February, 1862, entitled "A further Supplement to an Act in relation to Public Printing," approved the 9th day of April, 1856.

ARRIVED SATURDAY. (By Telegraph.) Secretary of the Commonwealth. HARRISBURG, Jan. 2, 1871. 12 18 1/2

NAVY PAYMASTER'S OFFICE, No. 427 CHESTNUT STREET. PHILADELPHIA, Jan. 6, 1871.

Sealed Proposals, endorsed "Proposals, Construction and Repairs," will be received at this office until 1 P. M. MONDAY, the sixteenth day of January, 1871, for the following supplies, which must be of the very best quality, to be delivered at the Philadelphia Navy Yard, free of charge, subject to the usual conditions of inspection, approval, etc., viz:—

One (1) Planer, to plane 30 inches wide by 30 inches high and eight feet long; to be put up in complete running order, with shavings, belting, pulleys, etc.

One (1) twelve (12) inch Shaping Machine, to be put up, etc., as above.

One (1) Lathe, to swing 22 inches over V slides, and 14 inches over rest, crutches, etc.

Full specifications of the requirements in the above tools can be seen on application at this office, or to the Naval Constructor at the Navy Yard.

Bidders must state in their bids the time within which the articles can be delivered. Responsible security required for the prompt and faithful delivery of the above, in conformity with stipulations on the blank forms for bids, to be had at this office; otherwise bids will not be entertained.

A. W. RUSSELL, Paymaster U. S. Navy. 16 1/2 W 31

WHISKY, WINE, ETC. CARSTAIRS & McCALL. IMPORTERS OF BRANDIES, WINES, GIN, OLIVE OIL, ETC. WHOLESALE DEALERS IN PURE RYE WHISKIES. IN BOND AND TAX PAID. 12 1/2 W

TO RENT. RARE CHANCE. STORE No. 836 CHESTNUT STREET, UNDER CONTINENTAL HOTEL. Elegant Fixtures for sale, including Marble Counters, large Mirrors, etc. Immediate possession. 12 1/2 W

FOR SALE OR TO RENT—THE PREMISES No. 722 CHESTNUT Street. The store has recently been fitted up with a new front, etc. The house is suitable for a hotel or boarding-house. The store will be rented without the dwelling if desired. Lot, 25 feet by 145 feet. THOMAS SHIPLEY, No. 30 N. SEVENTH Street. 12 1/2 W

JOHN FARNUM & CO., COMMISSION MERCHANTS, 25 N. CHESTNUT Street, Philadelphia. 12 1/2 W

LEGAL NOTICES.

ALL persons interested in the Survey, Regulation and Alteration of the following Public Plans of the City, are notified that the Court of Quarter Sessions of the City and County of Philadelphia have fixed WEDNESDAY, February 15, 1871, at 10 A. M., at the Court House, in the building of the State House, to consider said Surveys, Regulations, and Alterations, and any objections against the same may be made by any freeholder then and there.

The plans, in the meantime, may be seen at the office of the Department of Surveys, No. 224 S. FIFTH Street.

Public Plan, No. 18.—Revision of the grades on part of the Fifth section of the Twenty-third ward, bounded

North by Archery avenue. South by Lehigh avenue. East by Kensington avenue. West by Filmore street.

Public Plan, No. 44.—Rearranging the lines and grades of Thirty-fourth street from Market street to the Pennsylvania Railroad.

Public Plan, No. 147.—Revision of street and grade lines in the Twenty-third and Twenty-fifth wards, bounded

South by Wheat Sheaf lane. West by Trenton avenue. North by Bridge street. East by Richmond street.

Public Plan, No. 171.—Original plan of the Regulation of the Seventh section of the Twenty-third ward, bounded

North by Cayuga street. South by Erie avenue. East by Twelfth street. West by German town avenue.

Public Plan, No. 154.—Original plan of the Regulation of the First section of the Twenty-third ward, bounded

North by Erie avenue. South by Lehigh avenue. East by Ninth street. West by Tenth street and Germantown avenue.

Public Plans, Nos. 222, 223, 224, 225, and 226.—Original plans of the Fifth, Sixth, Seventh, Eighth, and Ninth sections. Line and curb regulations of the Twenty-fifth ward, bounded

North by Wingo hooking street. South by Erie avenue. East by Frankford creek. West by Old York road.

Public Plans, Nos. 219, 220 and 221.—Original plans of the Sixth, Seventh, and Eighth sections of the survey and regulation of the township of Bristol, Twenty-second ward, bounded

Northeast by County Line road. Southwest by Township Line road. Northwest by County Line road. Southeast by Washington lane.

Public Plan, No. 334.—Original plan of the extension of Broad street from Chew avenue to County Line road.

Public Plan, No. 132.—Original plan of the First section of the late township of Bristol, First-second ward, bounded

North by Fisher's lane and Rockland street. South by Annbury avenue and Wingo hooking street. East by Second street. West by Sixth street.

Public Plan, No. 214.—Original plan of the Eleventh section of the survey and regulation, Twenty-second ward, bounded

North by Allen's lane. South by Carpenter street. East by Germantown avenue. West by Independence avenue.

Public Plan, No. 307.—Original plan of the Fifth section of the Survey and Regulation in the late township of Bristol, Twenty-second ward, bounded

North by Chew street. South by Ruscomb street. East by Fifth street. West by Broad street.

Public Plan, No. 204.—Original plan of the Ninth section of the late borough of Germantown, Twenty-second ward, bounded

North by Gorgas street. South by East Washington avenue. East by Township Line Road. West by Chew street.

Public Plan, No. 129.—Original plan of the Second section of the late Blockley township, in the Twenty-seventh ward, bounded

North by Market street. South by Baltimore avenue. East by Fifty-second street. West by Fifty-first street.

Public Plan, No. 47.—Original plan of the Third section, survey and regulation late township of Blockley, Twenty-seventh ward, bounded

North by Market street. South by South street. East by Forty-seventh street. West by Sixty-fourth street.

Public Plan, No. 121.—Revision of the grades on Thompson street, from Twenty-sixth to Thirty-first street, in the Twentieth ward.

Public Plan, No. 237.—Original plan of Low Water Line and Soundings between Greenwich Point and Broad street, and west of Broad street in the First and Twenty-sixth wards.

Public Plan, No. 229.—Original plan of the line regulations in a portion of the Twenty-sixth ward, bounded

North by avenues 40 and 42, south. East by Ridge avenue, 44, South and Back Channel. West by Broad street.

Public Plan, No. 238.—Plan of the resurvey of a part of the Second and Third wards, bounded

North by German street. South by Wharton street. East by Delaware river. West by Passyunk road.

Public Plan, No. 231.—Original plan of parts of Twelfth, Thirteenth, and Fourteenth sections, Twenty-first ward, bounded

North by Cinnaminson street. South by Green lane. East by Ridge avenue. West by Schuylkill river.

Public Plan, No. 223.—Original plan of the part of the Fourteenth section of Twenty-first ward, bounded

North by Market street. South by Ridge avenue. West by Mechanic street. Public Plan, No. 280.—Original plan of part of the Thirteenth section, Twenty-first ward, bounded

Ridge avenue, Schuylkill river and Shur street. THOS. J. WORRELL, City Solicitor. 19 1/2 W

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PROPOSALS.

UNITED STATES MAILS. PENNSYLVANIA. POST OFFICE DEPARTMENT. WASHINGTON, Sept. 30, 1870

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the Contract Office of the Department until 1 P. M. of March 1, 1871, to be decided by March 10 following:

Route 1.—From North Oakland, Barnhart's Mills, Fairview, and Brulin, to Lawrenceburg, 27 miles and back, three times a week.

Arrive at North Oakland, Monday, Wednesday, and Friday, at 7:30 A. M.; Lawrenceburg, Tuesday, Thursday, and Saturday, at 4 P. M.

Route 2.—From Liberty Corners, by Morris Mills, to New York, 11 miles and back, once a week.

Arrive at Liberty Corners on Saturday at 8 A. M.; New York on Monday at 12 M.

Route 3.—From Bedford to Downingtown (Imertown P. O.), 6 miles and back, twice a week.

Arrive at Bedford on Tuesday and Friday at 8 P. M.; arrive at Imertown on Friday at 8 P. M.; leave Imertown Tuesday and Friday at 8 A. M.

Route 4.—From Bedford to 10 A. M. Arrive at Bedford by 10 A. M.

Route 5.—From West Bingham by Higham Centre and Brink, to Spring Mills (S. Y.), 7 miles and back, twice a week.

Arrive at West Bingham on Tuesday and Saturday at 12 M.; leave Spring Mills Tuesday and Saturday at 12 M.

Route 6.—From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

Route 7.—From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Charleena, 15 miles and back, three times a week.

Arrive at Oxford Tuesday, Thursday, and Saturday at 1 P. M.; leave Charleena Tuesday, Thursday, and Saturday at 7 A. M.

Route 8.—From Oxford to 12 M. Arrive at Oxford by 12 M.

Route 9.—This route is supposed to be covered by existing service, and if so, will not be let.

Route 10.—From Brandy to 12 M. Arrive at Brandy on Saturday at 8 A. M.; leave Brandy Saturday at 8 A. M.; arrive at Horton's at 4 P. M.

Route 11.—Proposals for more frequent service invited. From Smith's Mills, to Houtzdale and Maters, to Smith's Mills, 15 miles and back, twice a week.

Arrive at Smith's Mills Tuesday and Saturday at 7 A. M.; leave Smith's Mills Tuesday and Saturday at 1 P. M.

Route 12.—From Hanlin Station, by Eldersville (no office) to Conowingo, 10 miles and back, once a week.

Arrive at Hanlin Station Saturday at 8 A. M.; leave Hanlin Station Saturday at 8 A. M.

Route 13.—From Hanlin Station to 1 P. M. Arrive at Hanlin Station by 1 P. M.

Route 14.—Proposals for more frequent service invited. From Troy Centre by 12 M. Arrive at Troy Centre by 12 M.; leave Troy Centre Saturday at 1 P. M.

Route 15.—Proposals for more frequent service twice a week, on Wednesday and Saturday. From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 16.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 17.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 18.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 19.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 20.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 21.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 22.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 23.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 24.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 25.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 26.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 27.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 28.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 29.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 30.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 31.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 32.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 33.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 34.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 35.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 36.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 37.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 38.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 39.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 40.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 41.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 42.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 43.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 44.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Route 45.—From Pottstown to 12 M. Arrive at Pottstown on Wednesday and Saturday at 12 M.

Steam Valley (no office), to Trout Run, 15 miles and back, once a week.

Leave Liberty Saturday at 7 A. M.; arrive at Trout Run by 12 M.

Leave Trout Run Saturday at 1 P. M.; arrive at Liberty by 6 P. M.

Proposals invited for more frequent service. NOTES.

No pay will be made for trips not performed, and for each of such omissions no satisfactory explanation three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office, for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand by the contractor, to furnish a satisfactory receipt, or in connection in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing, therefore, a pro rata increase of the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor as the actual extra compensation on the amount of service dispensed with, and a pro rata compensation for the service retained and continued. Bids should be addressed to the Second Assistant Postmaster-General, and subscribed "Proposals, State of Pennsylvania," and sent by mail.

For a copy of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post-offices.

19 1/2 W 1 M 1 M Postmaster-General.

REAL ESTATE AT AUCTION. NOTICE—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by THE CENTRAL PASSENGER RAILWAY COMPANY of the City of Philadelphia, bearing date of eight months of April, 1868, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Book No. 10, page 468, etc., the undersigned Trustee named in said Mortgage,